IN THE DRAWINGS:

Please add the attached drawing page to the application.

REMARKS

Applicants have carefully considered the Office Action dated November 15, 2005 and referenced cited therein. Applicants provide this response in a sincere effort to place the application in condition for allowance. Accordingly, reconsideration is respectfully requested.

Applicants have added new Claim 12, therefore, Claims 1-12 are presented for consideration.

In the Office Action, the specification has been objected to for containing an informality. Applicants have amended the noted language, and respectfully submit that the objection should be withdrawn.

The drawings have been objected to for failing to show every feature of the claimed invention. It is Applicants understanding that the objection relates to Claim 8 wherein the display and/or operating unit is defined as being connected by either by way of internet or wireless manner to the control module. Accordingly, Applicants have added new Figure 1A which shows an alternative embodiment of the display/operating unit 27 connected to a control module 19 by a wired Ethernet connection or a wireless connection. In addition, Applicants have amended the specification to reflect the addition of Figure 1A. Applicants respectfully submit that these amendments to the specification are supported by the

application as filed, specifically, the Specification page 3, lines 8-13 and Claim 8. Therefore, this amendment does not constitute new matter.

Claims 1, 3 and 8 have been objected to for informalities. These claims have been amended to address these objections.

In the Office Action, Claims 1-4 have been rejected under 35 U.S.C §102(b) as being anticipated by U.S. Patent No. 5,616,965 to Wolf, et al. ("Wolf"). The Examiner contends that the Wolf reference teaches an pneumatic arrangement which comprises a plurality of servicing modules items 10, 11 and 12. The Examiner also contends that in column 3, lines 20-35, Wolf teaches the modules are used for pressure control and corresponds this to preparation of compressed air which is defined in Claim 1. The Office Action further indicates that Wolf teaches a valve arrangement connected to a bus system. With respect to Claim 2, the Office Action indicates that Wolf teaches the valves in the servicing modules are arranged in a row on the common bus system as shown in Figure 1.

Applicants respectfully traverse the rejection of Claims 1-4 as being anticipated by Wolf. The invention of Wolf is directed to actuators referred to as adjustment members for controlling flaps, sliders, valves or other mechanism in an automobile. Column 1, lines 8-14. The adjusting members can be connected at any desirable location to a pneumatic bus. Column 1, lines 54-56. Attached to the pneumatic bus are adjustment units 5,6,7 including an electronic module control 10, 11, 12, a valve 16, 17, 18, and a pneumatic adjustment drive

19, 20, 21. A sensor may also included. Wolf teaches that by using a single pneumatic bus supplying different adjustment units, the units can be located in any desired location and then connected to the bus. This helps eliminate complex pneumatic line systems of the prior art wherein each individual adjusting member had its own separate pneumatic line. See Column 1, lines 24-27.

Claim 1 defines a pneumatic arrangement comprising a plurality of servicing modules for the preparation of compressed air which are arranged on a common bus system. A control module is connected with the bus system for control and/or monitoring and/or communication for the servicing modules. A valve arrangement is also connected to the bus system.

As set forth in the specification servicing modules for the preparation of compressed air includes such devices as filters, oilers, and pressure regulators. Page 3 line 25-page 4 line 9. These devices prepare and/ or condition the air in a pneumatic system. It is well known in the art that preparation of compressed air includes filtering, oiling and pressure regulation. A relevant portion from a publication entitled, "Compressed Air as an Energy Carrier" is cited in a Supplemental Information Disclosure Statement filed herewith. In the section under "Air Preparation", the basic features for the preparation of compressed air are disclosed.

The invention as defined in Claim 1 is patentably distinguishable from the apparatus disclosed in Wolf. Wolf does not disclose a plurality of servicing modules for the preparation

of compressed air. Wolf discloses adjustment units (5, 6 and 7) which each include an adjustment drive (19, 20, 21), a module control (10, 11, 12), and a valve (16, 17, 18). The valve is pneumatically connected to the adjustment drive and is electrically connected to the module control as shown in Fig. 1. These components are for controlling the adjustment drive to actuate components in a vehicle. They are not related to preparing compressed air.

Contrary to the assertion set forth in the Office Action, Wolf Column 3, lines 20-35, does not teach or suggest pressure regulation or any type of preparation of the compressed air. The modules are referred to as adjustment member modules which include pneumatic adjustment drives. The adjustment drives operate adjustment units such as flaps, sliders or valves. Accordingly, the term "adjustment" is generally used to refer to the components related to the adjustment units. Therefore, the phrase "pneumatic adjustment pressure line 2" does not teach that the pressure is adjusted or controlled by the adjustment module, but that the pressure line is connected to the pneumatic adjustment drives.

Additionally, Wolf Column 3, lines 20-35 describe a valve mechanism having a feedback loop using sensors which permit the fine control of the adjustment drives to be controlled in somewhat an analog manner. The interaction between the 2/3 magnetic valves 16, 17, 18 and the pneumatic adjustment drives 19, 20, 21 creates a pneumatic drive/valve combination in order to permit the drive to move. This type of arrangement is valving the air to an actuator, not preparation of compressed air. Therefore, the components of the modules are not servicing modules for the preparation of compressed air.

Accordingly, Wolf fails to disclose each and every limitation of the invention defined in Claim 1. Therefore, Claim 1 and those claims depending therefrom, patentably distinguish over the references of record.

With regard to Claim 2, Applicants respectfully submit that this claim further defines over the cited art. The servicing modules and valve arrangement constitute a subassembly (as set forth in Claim 1), and the servicing modules are arranged in a row with the valves of the valve arrangement. This forms a compact system for producing conditioned pressurized air. In contrast, Wolf is directed to using a pneumatic bus such that adjustment units can be placed in any desired location and reduce the complexity of pneumatic tubing. These modules would be dispersed throughout an automobile to control the various types of functions as set forth in Wolf Column 1, lines 8-14. Accordingly, the modules would not be arranged in a row with valves on a common bus system as defined in Claim 2.

Accordingly, Applicants respectfully submit that Claim 2 further patentably distinguishes over the references of record.

With regard to Claim 3, Applicants note that Wolf fails to disclose a bus conductor bar including individual bar elements able to be plugged or attached together. Wolf also fails to disclose the servicing and control modules and the valve arrangement arrangable in a row with the bus conductor bar. In Wolf, the modules 5, 6, and 7 can be connected at any desired location in the vehicle. The modules are connected by a pneumatic pressure line and not

attached together in a bus bar. Accordingly, Claim 3 further distinguishes over the cited references.

Applicants have added new Claim 12, and favorable consideration of this claim is respectfully solicited.

As a result of the amendments and remarks set forth above, Applicants respectfully request favorable reconsideration of Claims 1-11, consideration of new Claim 12, and allowance of the application with Claims 1-12.

If the Examiner believes that a telephone interview would be helpful in moving this case towards allowance, he is respectfully invited to contact the Applicants' attorney at the number set forth below.

Respectfully submitted,

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